2. Multi-Drug Regimen is being introduced in a phased manner in high endemic districts to effect an early cure, break transmission and render the disease non-infectious. Health Education, mobilisation of voluntary organisations and public involvement are important features of this programme.

3. The Seventh Five Year Plan proposals are still in the stage of formulation.

4. Allocation of resources for the programme has been increased from 348.86 lakhs in 1980-81 to Rs. 1500 lakhs in 1984-85. The position of number of leprosy patient's at the end of March, 1984 is as follows:.—

Number of cases registered at the beginning	. . 29.01 lakhs
Number of new cases added during 1983-84	.. 4.82 lakhs
Total number of cases registered	.. 33.38 lakhs
Total number of cases bro.ught under treatment	. . 33.57 lakhs
Number of cases discharged during 1983-84	.. 2.84 lakhs
Balance number of cases under treatment at the end of March, 1984	. . 30.73 lakhs

Achievements in Irrigation Potential

*251. SHRI K. MOHANAN:
SHRI NIRMAL CHATTERJEE:

Will the Minister of IRRIGATION be pleased to state the irrigation potential achieved so far *vis-a-vis* the target of 13.74 million hectares set for the Sixth Five-Year Plan period ?

THE MINISTER OF STATE IN THE MINISTRY OF IRRIGATION (SHRI HARI NATH MISHRA): The irrigation potential achieved upto the end of 1983-84 is estimated, at 9.1 m. ha.

Warning against shortage of Vanaspati

*252. SHRI T. CHANDRASEKHAR REDDY: Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state;

(a) whether Government's attentior has been drawn to the press repor which appeared in the *Hindustan Times* of 17th July, 1984 to the effec that the Indian Vanaspati Producers" Association had warned of serious shortage of vanaspati in the country in the immediate future, based o.n the demand and supply assessment made by them;

(b) if so, the details of production of vanaspati from November, 1982 t^ October, 1983 against its requirement,

(c) what is the likely requirement of vanaspati in 1984-85; and

(d) what steps are being taken to meet this requirement?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD AND CIVIL SUPPLIES (SHRI BHAGWAT JHA AZAD): (a) Yes, Sir.

(b) The production of vanaspati from November, 1982 to October, 1983 was 8.934 lakh tonnes, which is a reflection of its demand.

(c) Around 9 lakh tonnes. However, it is linked with the availability of indigenous edible oils.

(d) Government is supplying imported edible oils to the vanaspati industry to the extent of 60 per cent, at no,rmal rates, of its requirement of raw edible oils in the manufacture of vanaspati. Apart from the above, the following steps have been taken to increase the production:—

(i) Increase in commercial rate allocation upto 20 per cent from August, 1984 onwards.

(ii) Increased allocation of impo.rted oil to units having idle capacity and low production.

(iii) Allotment of imported oil upto two weeks' requirements of each unit as reserve stock for use in case of temporary disruption of supplies of imported oil.

(iv) State Trading Corporation has been advised to plan for imports an<j movement of imported oil continuously at regular intervals in order to have a comfortable stock position at the STC's depots throughout the country.

(v) The lifting of imported oil by the vanaspati units is closely monitored.

(vi) State Governments/Union Territories have been advised to exempt vanaspati industry from the purview of power cut/load shedding etc.

Completion of Konkan Railway Project

*253. SHRI SURESH KALMADI:
SHRI KISHOR MEHTA:

Will the Minister of RAILWAYS be (leased to state;

(a) by when the Konkan Railway Project is likely to be completed; and

(b) by when the Marathwada broad gauge line project is likely to be completed?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOUDHURY): (a) The Konkan Railway Project consists of construction of a line (910 Kms.) long connecting Apta to Mangalore. It is not passible to give any target date ot completion, unless the Railway Ministry get" '_ \~3w the rate of allocation ,of funds for the Project which due to financial constraints is very limited now. So far 20.35 Kms. have been completed from Apta to Pen. Another 27 Kms. between Pen to Na-"gothana is expected to. be completed this year leaving approx. 14 Kms. to Roha over which longer work is going on.

(b) There is MG to BG conversion work going on between Manmad to Aurangabad as part of the conversion scheme for Manmad-Parbhani-Parli-Vaijnath MG section to BG. The com- - pletion of the work here again will entirely depend on the money allocation *as* per priority given to this work.

The Planning Commission has already approved of the construction of a BG line between Pimpalkutti to Adilabad—conversion of MG to BG between Mudkhed to Adilabad and provision of BG line to Parli-Vaijnath. This line when completed will serve a very useful purpose in the movement of coal from Chanda Group of collieries to the cement factories on route and the power station at Parli.

Reported crisis in wagon industry

*254. SHRI SANKAR PRASAD MITRA:
SHRI KALYAN ROY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to an article which appeared in the *Indian Express* of 12th July, 1984 under the caption "Wagon industry on blind track" regarding crisis in wagon industry due to lack of orders etc.;

(b) if so, what are the details thereof;

(c) what action Government propose to take in the matter;

(d> whether the lack of orders by the Railways has led to under utilisation of capacities of wagon building units; and

(e) what steps have been taken to sort out the problems faced by the industry, with the results thereof?

THE MINISTER OF RAILWAYS (SHRI A. B. A. :.V"I KHAN CHOUDHURY); (a) Yes, Sir.

(b) Acquisition of wagons is dependent on traffic requirements both on account of incremental traffic as well as replacement account a.id allocation